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Joliet in Photographs

GIVING A REPORT OF POSSESSION AND PRESENT CONDITIONS



POPULATION a little over fifty thousand. -- Four trunk line railway systems. -- Two coal and belt lines of railway, bringing in over thirty trunk lines. -- In the Chicago district, suburban fares. -- Freight rates the same without Chicago congestion. -- An Interurban Five Spoke electric system. -- The Illinois and Michigan canal. -- The Lakes to Gulf deep water way. -- The Wilmington coal fields in the suburbs. -- Joliet, in power, water or fuel; in transportation, water, steam or electric, has been made the center of the earth.

¶ It's many and large industries. -- A pay roll of \$9,000 daily. -- Four national banks, resources \$5,750,000.00, make it a splendid town for business.

¶ A Township High School sending its graduates through the best colleges in two years. -- Twenty-nine grade and denominational schools give every child a seat; attendance compulsory. -- A public library costing \$196,000.00 and two club libraries give every inhabitant the books. -- Six hundred and fifteen acres in free parks. -- A Commercial club for public business. -- A Social Club for fun. -- A Working Men's Club for rest. -- A Young Men's Club for exercise. -- A Woman's Business Club for lunches. -- A Country Club for golf. -- A wide awake and public spirited people with good health and miles of streets paved makes Joliet a good town to live in.

¶ The Trunk Lines are elevating their tracks -- one-half the retaining walls completed. -- One hundred and twenty-five miles of the Five-spoke Interurban in full operation. When completed giving two fast lines to Chicago, one to St. Louis via Peoria, (another via Bloomington and Springfield), another to Princeton. One spoke connects with the Wisconsin System, and another with the Indiana. -- The deep water way built from Lake Michigan to Joliet, on its way to the Mississippi, with 52,000 electric horse power developed will give Joliet a total of 89,000 electric h. p. makes Joliet a good town this year, A. D. 1909.

¶ In freight and passengers, dollars and cents, Joliet is the best town on The Great Rock Island System between Chicago and Kansas City; on the Alton System, excepting Chicago, St. Louis and Kansas City; on the Santa Fe between Chicago and Kansas City; on the Michigan Central, leaving out Chicago, Detroit and Buffalo; and the best on the two belt and two Interurban systems. Thus Joliet is a good business city every year. A good town to live in any year, and all the years.



HARPER PHOTO

The News Building

The All-car Corner, Ottawa and Van Buren Streets

THE Daily News started April 9, 1877; purchased by the present management Sept. 30th the same year; incorporated January 19, 1885. Independent in politics and an exponent of all good things always. Employees 147. Expenditures average \$60,000.00 annually. James H. Ferriss, president; H. E. Baldwin, secretary and treasurer; George F. Seely, business manager.

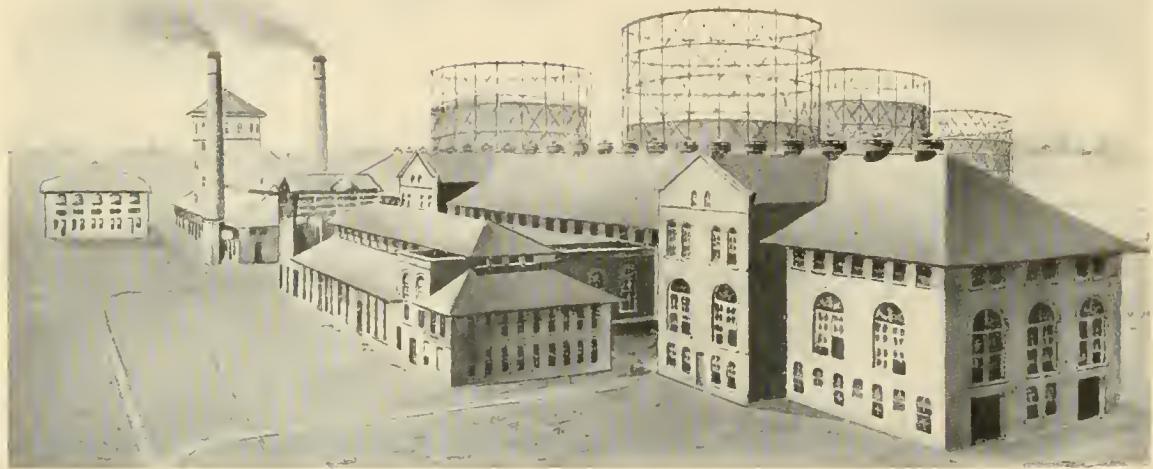


HARPER PHOTO

LIVING ROOM

— The Commercial Club —

THESE quarters are nearly outgrown. Especially is this noticeable at the luncheon hour. The club has a membership above 400 and will probably have 500 before the end of the present year. Their rooms are the headquarters for the business people and the business activities of this section. ¶ C. W. Jordan, Pres.; W. O. Hodgdon, Industrial Agent. ¶ The Union Club, of equal importance, is purely a social club, with rooms at the Masonic Temple, and a country club with 80 acres of ground upon the Manhattan line. ¶ No liquor is sold at these clubs. Liquor is not a favorite here in business or society.



ARCHITECT'S DRAWING

PLANT OF WESTERN UNITED GAS COMPANY

The Western United Gas Company

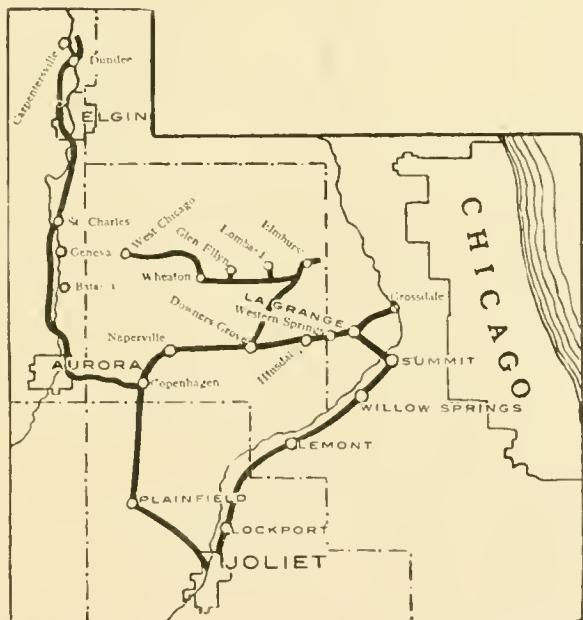
OLD plants have been purchased and rebuilt and new ones erected in more than thirty cities and villages in this part of the state by the Western United Gas Company.

These plants are connected by 118 miles of pipe line, and the system is to be supplemented with a modern central plant here this season at the Dellwood dam, present terminal of deep water navigation. ¶ Here the coal of Pennsylvania and West Virginia will be unloaded by gravity from the boats upon an elevated railway switch, and again delivered in turn by gravity to the hoppers of the coal bins. ¶ There will be two units of manufacture, each with a capacity of 3,000,000 cubic feet daily. Also a 500 h. p. electric plant, installed in duplicate. Traveling cranes will handle all outgoing or incoming material, and all machinery and heavy work will be performed by power.

JOLIET IN PHOTOGRAPHS

¶ Joliet is a cheap gas town, with prices adjusted by arbitration every five years. Duplicate lines of mains supply the loop in which Plainfield, Aurora, Naperville, Downers Grove, Hinsdale, La Grange, Summit, Willow Springs, Lemont and Lockport are situated. The farmers also have the advantages of cheap gas, and clamor continually for an extension of the mains.

¶ The company has laid 520 miles of mains and has over 600 employees; 28,031 service connections, and during the summer months of the past year had out 28,221 meters. Cooking by gas has become the fashion. ¶ New offices are now being erected upon Ottawa street, half a block north of the News building. President -- Ira Copley, Aurora; District Manager -- H. J. Mitchell, Joliet



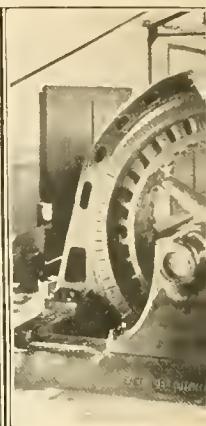
MAINS LEADING OUT FROM THE JOLIET PLANT





HARPER PHOTOS

ABOVE THE DAM
St. Joseph's Church in the background



ONE OF THE F



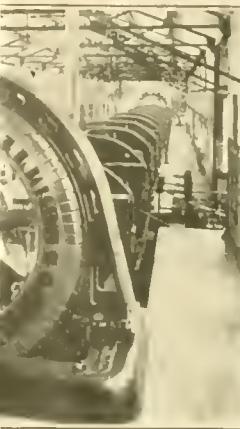
JOLIET OFFICE
ECONOMY LIGHT & POWER CO.
(A Night View.)

Economy Light

THE water power at Jackson street, utilized by the Economic
In its power house of an eighth of a mile in length, a

From this plant the electric railways running to Chicago, Indianapolis, and Louisville, Indiana, are supplied.

more than eighty per cent of the machinery in Joliet is driven by steam. The towns of Joliet, South Joliet, West Joliet, Westfield, New Lenox and Rockdale are lighted. ¶ Near Jackson is a power plant capable of producing 2,500 h. p. ¶ The Economy Light and Power Company has a plant from Joliet to its mouth, embraced in which are two water power plants, one at Joliet and one at the mouth of the Desplaines river capable of producing 25,000 h. p.



GENERATOR ROOMS



JACKSON STREET DAM

Power Company

nt & Power Co., is one of the great water powers of the country. ed thirty-four 66-inch water turbines, which furnish 10,000 h. p. and Chicago Heights derive their power. The Steel Mills and ic power. ¶ From this plant the cities of Joliet, Lemont, Plain- in the City of Joliet, the company owns a steam turbine station, r Co. owns thirty miles of riparian rights on the Desplaines river, e at Hickory Creek, capable of producing 15,000 h. p., and one e. The water power at this latter location is now under development.



THE CHANNEL

Through solid limestone; 40 feet deep, 160 feet wide
Water 24 feet in depth



PHOTO

POWER HOUSE AND LOCK, LOCKPORT

— The Sanitary District of Chicago —

THE power plant at Lockport (Dellwood station) develops 42,000 horse power. Dam number one, the property of the state, has 10,000 horse power. The improvement of the Hickory creek fall in Joliet will develop 22,000 h. p.; at Dresden Hills 15,000 h. p. (dam under construction); a total of 89,000 h. p. in the Joliet stretch of the channel—a distance of sixteen miles. ¶ The channel through the rock between Chicago and Joliet has been excavated to a depth of 24 feet, measured on the lock miter sill, and 160 feet in width at the bottom. In the clay 14 feet in depth. ¶ Below Dresden Hills dams will also be constructed at Ottawa and Utica.



PHOTO

BEAR TRAP DAM, ABOVE



PHOTO

BEAR TRAP DAM, BELOW

JOLIET has four national banks and one private bank, conducted by home business men and bankers, possessing the full confidence of the people. One has 80 stockholders and two others are not far behind in this respect. They have never known trouble. In the last New York flurry cashier's checks, without further security than the cashier's signature, were cheerfully accepted in both Joliet and Chicago. Business was not interrupted here by that disturbance. In truth the disturbance did not hit Joliet. All of the bank construction illustrated here was built in the past two years. They seem good enough for any city.



HARPER PHOTO

Will County National Bank
Ottawa and Jefferson Streets

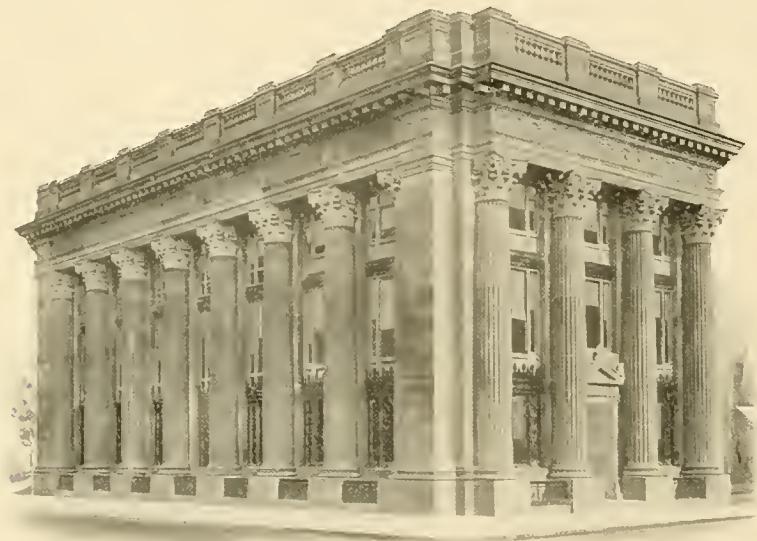
THE Will County is the second oldest national bank in this city; chartered 1871; capital and surplus, \$360,000.00. The building was completely remodeled in 1908, and at Ottawa and Jefferson streets has one of the best corners in the city. Present resources \$1,823,350.83. Chas. H. Talcott, Pres.; J. W. Folk, Vice-Pres.; Henry J. Weber, Cashier.

Woodruff Safe Deposit Building

Leased by The First National Bank

IN classical architecture, this is the most perfect example in our city. Both the interior and outer decorations are in excellent taste, applied with a liberal hand, and in our day a credit to any city. The building was erected the past season for the use of The First National. This is our oldest bank---established in 1857; chartered as a national bank in 1864 (No. 512). Present resources \$1,483,965.44. George Woodruff, president; A. H. Wagner, cashier; John K. Bush, Assistant Cashier.

HARPER PHOTO



HARPER PHOTO

The Citizens National Bank

Barber Building, Chicago Street

THE Citizens is the youngest of the four national banks of this city. It was organized in 1902, with a capital of \$100,000.00. A savings department was added later to meet the convenience of small depositors. Total resources to date \$940,000.00. Robert Pilcher, President; Fred Bennett, Vice-President; Geo. Erb, Cashier; F. W. Woodruff, Assistant Cashier.



HARPER PHOTO

Joliet National Bank Building
Chicago and Clinton Streets

THIS office building, fireproof throughout, will be ready for tenants the coming month. Every room is separated from all others by fire-proof joints and material. The Joliet National Bank, owners of the building, will occupy the northwest corner, first floor and basement, with offices above. Chartered in 1891; stock increased to \$150,000.00 April, 1909; present resources, \$1,801,292.

T. A. Mason, President; Geo. M. Campbell, V. Pres.; Robert T. Kelly, Cashier; G. H. Sawyer and C. G. Pearce, Ass't. Cashiers.
M. F. Loughran, J. O. Barrett, S. B. Pease, Edwin S. Monroe,
in the Directory



American Refractories Company

BUILT within the last two years. Upon the second anniversary of breaking ground by enlarging the plant its capacity was increased fifty per cent and 90,000 brick are now manufactured daily. The product consists principally of a brick 98 per cent pure silica. Other classes of high grade refractory material are made from imported clays and minerals. 350 men are employed. E. M. Allen, Vice Pres't. H. A. Sechrist, Gen'l Manager.

HARPER PHOTO



Joliet Forge Company

THE Joliet Forge Company is one of the best of its class. Many large forgings of high grade are made here for manufacturers of machinery in distant parts of the union and in foreign countries. Peter Sharpe, a specialist, is president and treasurer.

HARPER PHOTO



OFFICE BUILDING AND MACHINE SHOPS

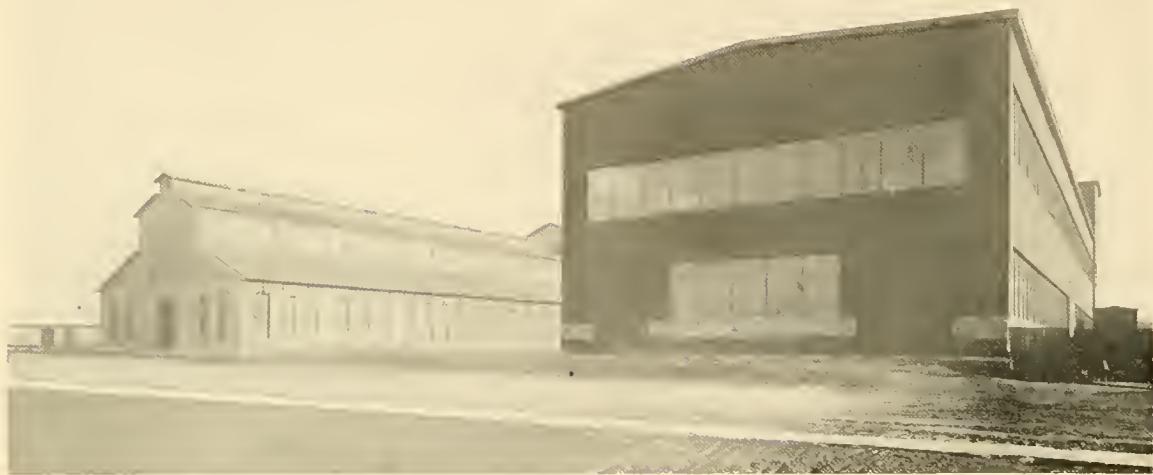
The Bates Machine Company

THE Bates Corliss engine is famous in the South African gold fields, and in many other countries than our own. These engines are manufactured here from 50 to 5,000 horse power, and there are many other lines also bearing the Bates stamp, viz.: complete power plants, general transmission machinery, high speed automatic and gas engines, pumps and pumping machinery, purification plants, mining machinery, etc. Wholly a Joliet enterprise. Three hundred men are employed, with a yearly output of \$300,000.00. W. O. Bates, president and general manager.

HARPER PHOTOS



FOUNDRY
100 x 210
FEET



— Jas. G. Heggie Boiler Works —

ONE of our large factories, starting here from small beginnings, seventeen years ago. One of these buildings is 85x250 feet; the other, 60x250 and 60 feet in height, was built the past season. Twenty-ton cranes reach any portion of the buildings. Equipment the latest and best in boiler making. Heavy boiler plate construction is shipped from here to Mexico, Canada and all parts of the Union. The Roosevelt dam in Arizona is a present day customer.

HARPER PHOTO

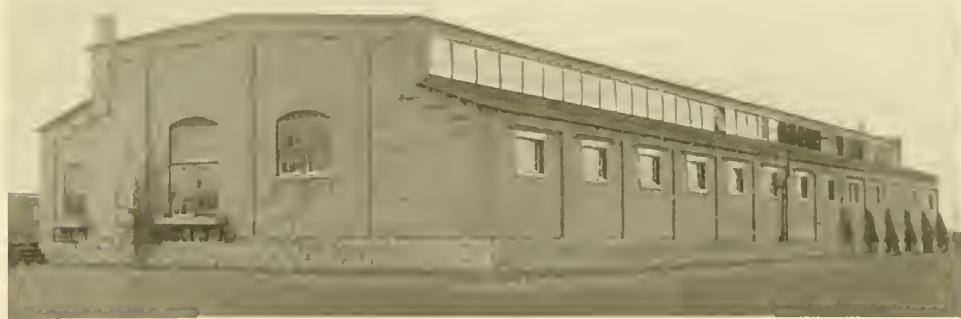
¶ Our cover design is a photograph of the bust of Louis Joliet placed above the main entrance to the Joliet High School. It is the work of Will La Favor, a graduate of the Joliet public schools, and it is a pleasure to announce that this is the best portrait of the great explorer.



HARPER PHOTO

Joliet Railroad Supply Co.

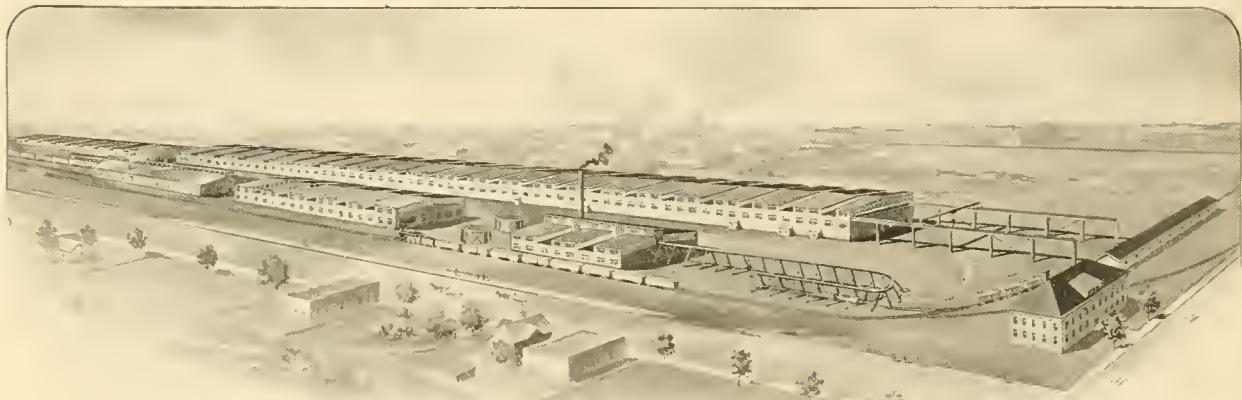
FORMERLY Perry Side Bearing Co., manufacturing brake beams, side bearings and other railroad specialties. Building 160x60, two stories; machinery of the latest and best patterns. Col. Fred Bennett, Pres.; E. A. Laughlin, Manager.



Franklin Steel Company

THE factory located here in 1903, now neatly decorated with vines and shrubbery, and is considered one of our neatest factories---manufacture toe calks in 200 sizes and shapes, of open hearth steel for the territory west of the Ohio. The process of manufacture is principally machine work and twenty-five men are employed. Eastern factory, Cambridge, Mass. F. W. Pitcher, President; W. F. Pitcher, Treasurer and Manager.

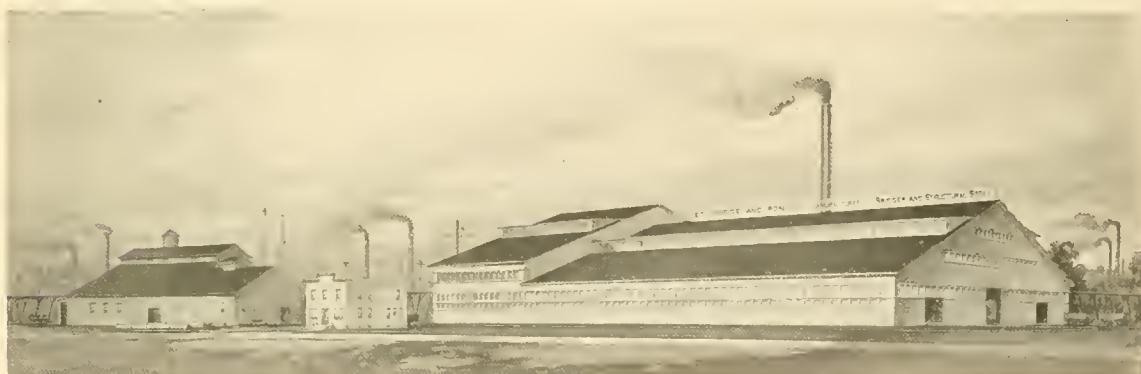
HARPER PHOTO



ARCHITECT'S DRAWING

Joliet Steel Car Manufacturing Co.

ORGANIZED in 1908 for the manufacture of a special steel car and general line of steel car building and repairing; works located upon the Joliet belt line. The first of six units, herewith illustrated, one building 80x800, the other 80x400, costing, completed, \$381,435.00. Construction will be started the present month. Capacity 3,000 cars per year. Robert B. Campbell, President; Victor R. Browning, Cleveland, Vice President.



ARCHITECT'S DRAWING

The Joliet Bridge and Iron Co.

ORGANIZED 1896, new building now under construction, by their own workmen. Over 4,000 contracts in bridge work and steel buildings have been finished by this firm. Some of their customers were:

The American Can Co., Elgin National Watch Co., Deere-Mansur Co., Moline; Challenge Wind Mill Co., Batavia; Commonwealth Steel Co., St. Louis; Board of Education, Chicago; Memphis Street Railway Co., Memphis; Roaring Fork Plaster Co., Colo.; Chicago and Joliet Electric R. R. Co.; Sanitary District of Chicago; Helena Postoffice, Helena, Mont.; Union Labor Temple, Los Angeles, Cal.; Peerless Portland Cement Co., Union City, Mich.; Auditorium Building, Saginaw, Mich.

The new building at the right is 160x320 feet, and their traveling cranes will reach every space of the flooring. To this there will be a wing 80x120 feet. The capacity of the plant will be quadrupled by this new structure. R. C. Morrison, President and Treasurer.



PHOTO

COKE OVENS

Illinois Steel Company

THE Illinois Steel Company erected these four batteries of by-product coke ovens, consisting of 280 ovens at their plant here in 1908. It is the only plant of its character in America, and has been a great success. The coal and tar and ammonia are sold for shipment. The coke is used in the blast furnaces at the plant, and the surplus gas, 17,500,000 cubic feet daily, is consumed for power at the rod mills.



STACKS OF THE ROD MILL

HARPER
PHOTOS



THE INGOT MOLDS



GENERAL VIEW

Illinois

A PHOTOGRAPH taken from the walls of the Penitentiary Water Way; Rod Mill stacks in the center; Converter steel plant was located in Joliet early in the Seventies by it is one of the largest mills of the great United States Steel Corporation; inventions that revolutionized steel making had their origin, and consists of four blast furnaces with a combined capacity of 540,000 ingots of 700,000 tons per annum; three rod mills with a capacity of 60,000 tons per annum; one billet mill with a capacity of 600,000 bolt and nut factory, 240,000 kegs per annum; one rail fastening roll shops, foundries and other construction and repair departments; the pay roll for 1908 was \$2,725,000. Two hundred and eight



ELEVATED BILLET CARRIER, FROM THE BILLET MILL TO THE ROD MILL



THE JOLIET PLANT

HARPER PHOTOS

Company

Two groups of blast furnaces to the right, on the bank of the Deep background; Merchant Mill and Offices at the left, -- This Bessemer Meeker & Co. A number of changes in ownership occurred and now A well managed plant, it has grown steadily. Here many of the great few years its capacity has been largely increased. -- The plant now con-
pig iron per annum; three 10-ton Bessemer converters, with a capacity of 330,000 tons per annum; one merchant iron mill with a capacity of of billets per annum; one spike factory, 900,000 kegs per annum; one 130,000 tons per annum. -- To these are added the machine shops, ated for the company's own use. -- The employees number 3,600 and e ovens were put in operation the past season.

THE BLAST FURNACES
AS SEEN FROM
THE
DEEP WATERWAY





SCOTT STREET PLANT

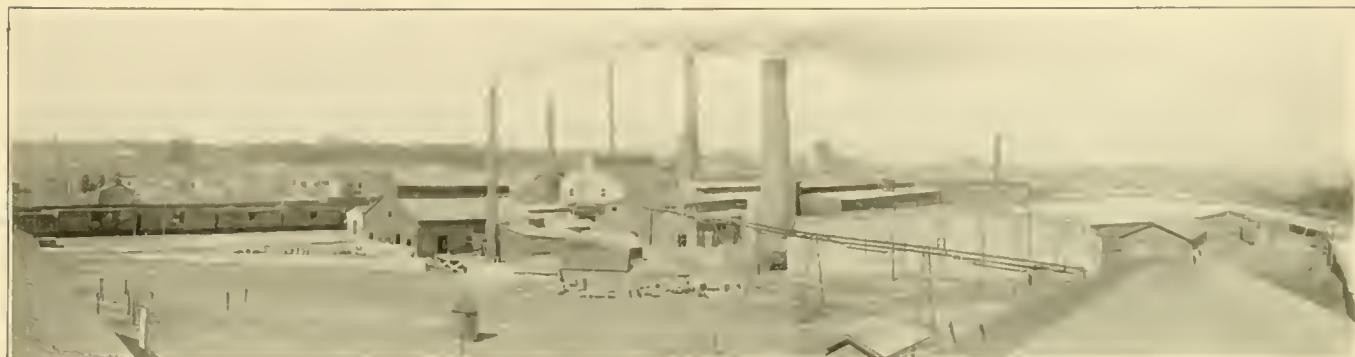
— American Steel & Wire Company —

WIRE fencing is made in Joliet of Bessemer soft steel. Between the American Steel & Wire Company and the Illinois Steel Company the whole process, from coking the coal and smelting the ores to the finished galvanized nails and fencing is carried on at this point. The Scott street plant, formerly the Lambert & Bishop mill, like its twin mill at Rockdale, has been greatly enlarged year by year, and both are known as big plants in their classification. These are again being enlarged the present season. A photograph gives but a portion of any of these great plants. ¶ Frank J. Whitgrove, superintendent at Scott street.

HARPER PHOTOS



A
NAIL
ROOM



ROCKDALE PLANT

— American Steel & Wire Company —

THE invention of barb wire fencing aided greatly in the development of the west, and a number of western cities entered into the movement with energy. At one time Joliet had over twenty manufacturing concerns making as many kinds of barb wire. These were gathered into the great American Steel and Wire Company, now manufacturing nails and about all of the wire products — fencing and galvanized wire continuing as the leading lines. In Joliet there are two plants, and these in 1907 employed 1,503 men with a pay roll of \$1,075,702. Their product was 196,094 tons in that year. The Rockdale plant was formerly known as the Enterprise Mill. Fred Ingraham, Superintendent.

HARPER PHOTOS



THE GALVANIZING BATTERY



BARB WIRE FENCING



PHOTO

SHOPS OF THE ELGIN, JOLIET & EASTERN RAILWAY, MAPLE STREET

Elgin, Joliet & Eastern

(Chicago Outer Belt)

COMMENCING at the left, blacksmith building; machine shop; woodworking shop right of round house; 200,000 gallon tank for fire protection; new storehouse, in foreground at the right. Steel car repair shop, sugar warehouse, icing plant and other buildings not shown.

The freight handled by the belt roads through Joliet is enormous. In this respect, the Michigan Central line into the city is something of that nature. The Chicago-Milwaukee, Gary, completed from Rockford to Momence, and building to Milwaukee and Gary, is a belt road in fact. The Elgin, Joliet and Eastern, built from Waukegan to the coal fields and Joliet, and the Chicago, Lake Shore and Eastern, from Joliet to Gary, operated much as one, makes another complete belt for Joliet, and also for Chicago. Same freight rates as Chicago. Robt. B. Campbell, Joliet, General Manager.



CHICAGO, LAKE SHORE AND EASTERN RAILROAD YARDS AT THE GARY TERMINUS

Chicago, Lake Shore & Eastern

THIS road has 165 miles of trackage, and at the Gary terminus storage room for 15,000 cars. ¶ Over the road for the year ending June 30, 1907, a normal year, 2,849,287 tons of coal, stone, ore and miscellaneous freight were received, and 1,420,709 tons, or 40,777 cars, forwarded. The number of loaded cars passing through Joliet over this road for the same period was 18,199, or 629,685 tons. ¶ The road owns 6,532 freight cars, 41 freight locomotives, 84 switch locomotives. The average number of men employed is 532, with an annual pay-roll of \$365,000.00. Robt. B. Campbell, General Manager, Joliet.

Photograph made for Federal Cement Tile Co., of Chicago

JOLIET IN PHOTOGRAPHS



ARCHITECT'S DRAWING

UNION STATION

Chicago & Alton Railroad Company

"THE Only Way," the familiar trademark of this leading road, connects Joliet with the coal fields of Central Illinois, which reach the famous Braidwood-Wilmington mines on the Alton in this County but 15 miles distant, while the Coal City branch commencing at Joliet taps the coal district in Grundy County, insuring cheap fuel and plenty of it for Joliet. Coal famines are not known here. ¶ The block south of the present site of the Alton passenger station has been chosen for the new \$90,000.00 union depot, illustrated upon this page, included in the plans for track elevation. The tracks for the trunk lines are being raised by mutual agreement between the city, county and railway companies. The Alton joins with the Santa Fe in the north and south line through the city. ¶ Commencing at Joliet, with Joliet promoters, builders and managers, and much Joliet good will this is now the great Chicago, St. Louis and Kansas City road, with Springfield, Bloomington and Peoria in between.



HARPER PHOTO

TRACK ELEVATION, C. R. I. & P. R. R.

Chicago, Rock Island & Pacific Railway

ANOTHER example of early Joliet enterprise. This great system made its commencement with Joliet capital here in our court house yard, and the compass was pointed west. This year for better conditions at the court house and in the city, at a cost of \$150,000 for real estate, this corporation joins with the Michigan Central in a new right of way east and west through the city, the latter road passing over the Desplaines river in readiness for western extensions. The total cost of elevation of the trunk lines here will be about \$2,125,000. ¶ The Rock Island, within a few years, has become one of the greatest railway systems, giving Joliet prompt service to the south, Arkansas, Oklahoma and Texas, west to Iowa, Kansas, Mexico and California, and northwest to Nebraska, Minnesota and the Dakotas. With this new right of way, the probabilities are strong that the company will double its trackage, and thus become a four track line through to the Mississippi river. The road has a large suburban traffic, its special trains running between Joliet and Chicago, a distance of forty miles, in fifty minutes. ¶ The photograph was taken on Washington, near Richards street, looking west, the court house in the background. One half the retaining walls on the four trunk lines were completed the past season.

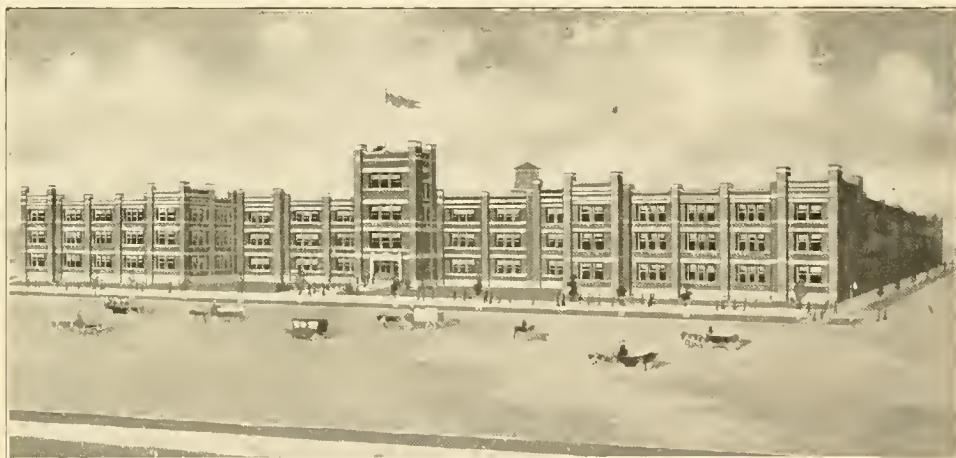
CHANAHON
BRIDGE
ON THE
DU PAGE RIVER



PHOTO

Joliet Steel Construction Company

ONE of the numerous art bridges of this vicinity. The spans, 80 feet in the clear, make it the longest single span concrete bridge in the state. Built by the Joliet Steel Construction Company, over the Du Page between Joliet and Channahon. ¶ Here, with an unlimited supply of magnesian limestone, concrete has one of its greatest points of vantage. ¶ This company erected the auditoriums at Dellwood and Electric Parks, also Riverview Park, Aurora, and many of the large concrete and steel factory buildings in this vicinity, and a number of states. ¶ They also manufacture over 50 different articles of concrete specialties. The plant on Washington street is a modern structure. The company is composed of the Mateer Brothers, Fred D. Mateer, president and general manager.



GERLACH-
BARKLOW
BUILDING

ARCHITECT'S
DRAWING

The Gerlach-Barklow Co., Art Calendars for Advertising

ORGANIZED June, 1907. One of four great calendar houses of the highest class, and not the least of the four, with a product distributed exceedingly pleasing and creditable to our city. In six months the entire organization was under headway and the first season made a remarkable success. The second has more than doubled the business, and the capacity of the building is now being increased threefold. ¶ The above gives a view of the completed structure, Washington street front, 300 feet. John Lambert, President; Theodore Gerlach, Vice President; E. J. Barklow, General Manager; K. H. Gerlach, Secretary; Dr. J. C. Flowers, Treasurer; all of Joliet.



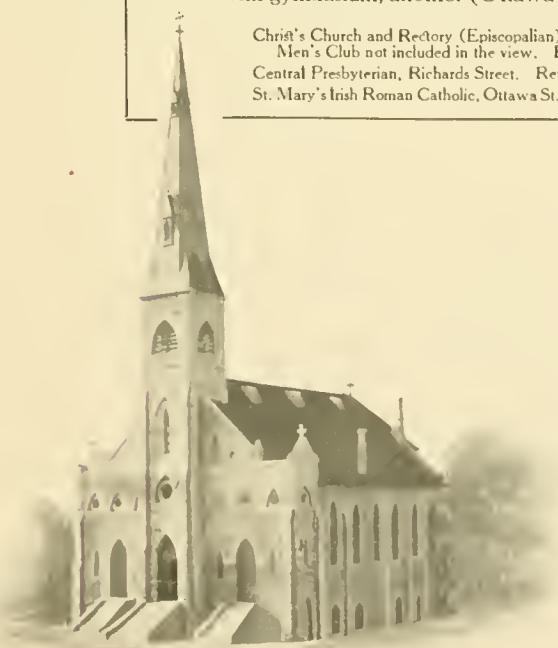
CHRIST'S CHURCH AND RECTORY

HARPER PHOTOS

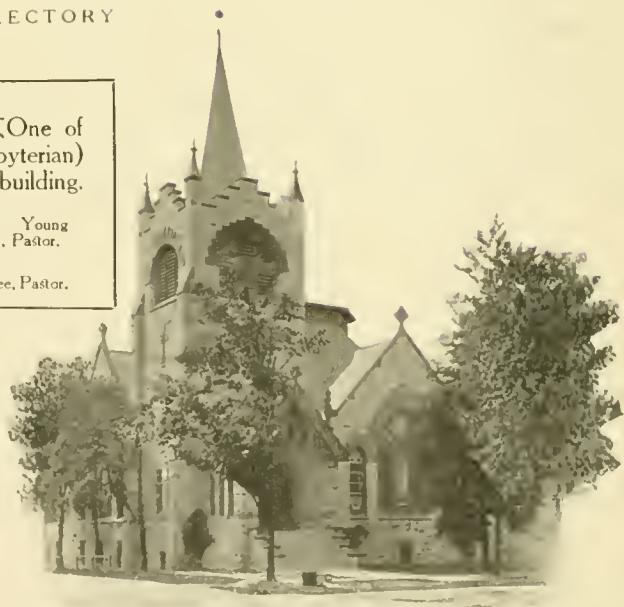
The Churches of Joliet

THE churches of Joliet are forty-one in number. One of these is an institutional church (the Central Presbyterian) with gymnasium; another (Ottawa St. M.E.) now building.

Christ's Church and Rectory (Episcopalian), Van Buren Street. Young Men's Club not included in the view. Rev. T. W. MacLean, Pastor.
Central Presbyterian, Richards Street. Rev. Robt. Yost, Pastor.
St. Mary's Irish Roman Catholic, Ottawa St., Rev. W. J. McNamee, Pastor.



ST. MARY'S



CENTRAL PRESBYTERIAN



THE OLD STONE BRIDGE



THE CANYON

Dellwood Lake, Chicago

A NATURAL scenic park of 70 acres, on the Lockport road, buildings is constructed permanently of concrete, with tile roof; this section meet here and with double tracks are handled per the many healthful amusements and excellent entertainments have added to the amusement park so far completed in the West. All sorts of people \$300,000, and the expenditure was made wisely and in good taste as a large number of the churches, benevolent societies and other organizations. The railway equipment consists of 56 cars, 20 miles of trackage in Joliet, and the American Railways Company of Philadelphia, J. R. Blackhall, residen

HARPER PHOTOS

JOLIET IN PHOTOGRAPHS



AND DELLWOOD LAKE

Joliet Electric Railway

The Chautauqua building seats 5,000 people, and including all other
and in the mission style of architecture. ¶ The largest gatherings of

No liquor is sold. The base ball and athletic field, scenic railway,
atly to the enjoyment of Joliet people, and they believe it is the best
t here, but the order has been perfect. ¶ The enterprise cost about
ue landscape, improvements and the convenience to the public. A
f Chicago and vicinity hold their regular annual picnics here. ¶ The
of double trackage to Chicago, total 80 miles. ¶ Operated by the
er manager.



CHAUTAUQUA LAKE

JOLIET IN PHOTOGRAPHS



PAVILION AND COTTAGE, WEST PARK



THE FERN ISLAND, WEST PARK

Free Public Parks

DELLWOOD, Lockport road; Electric, Du Page river; Rock Run, Illinois & Michigan canal; Forest of Arden and Highland, Hickory creek; West Park, Bush Run; McKinley and Richards, Hickory creek; a total of 615 acres.

HARPER PHOTOS



HICKORY CREEK, HIGHLAND PARK



THE SPRING HOUSE, WEST PARK



PHOTOS

ELECTRIC PARK

Joliet Southern Interurban

A DELIGHTFUL summer resort with Chautauqua grounds, on the Du Page river. A clean stream for boating, fishing and bathing, pure air and restfulness the features. The pavilion, seating 3,500 people, contains a pipe organ, and the Will County Chautauqua holds its meetings here. Liquors are prohibited. Family cottages, equipped with gas, electric lights and water. The M. E. camp meeting ground at New Lenox is also situated on this line. ¶ This company is connecting up the Illinois valley system from Princeton and Peoria; the Rockford, DeKalb and Wisconsin lines at Aurora; the Springfield and St. Louis interurban lines from Bloomington and the Kankakee line at Chicago Heights with Chicago. ¶ Now in operation from Joliet to Aurora 22 miles, and to Chicago Heights 25 miles, and from Dwight to Pontiac 35 miles. General offices News Building, Joliet. H. A. Fisher, President.

JOLIET IN PHOTOGRAPHS



SHERIDAN



FARRAGUT

Joliet Township High School

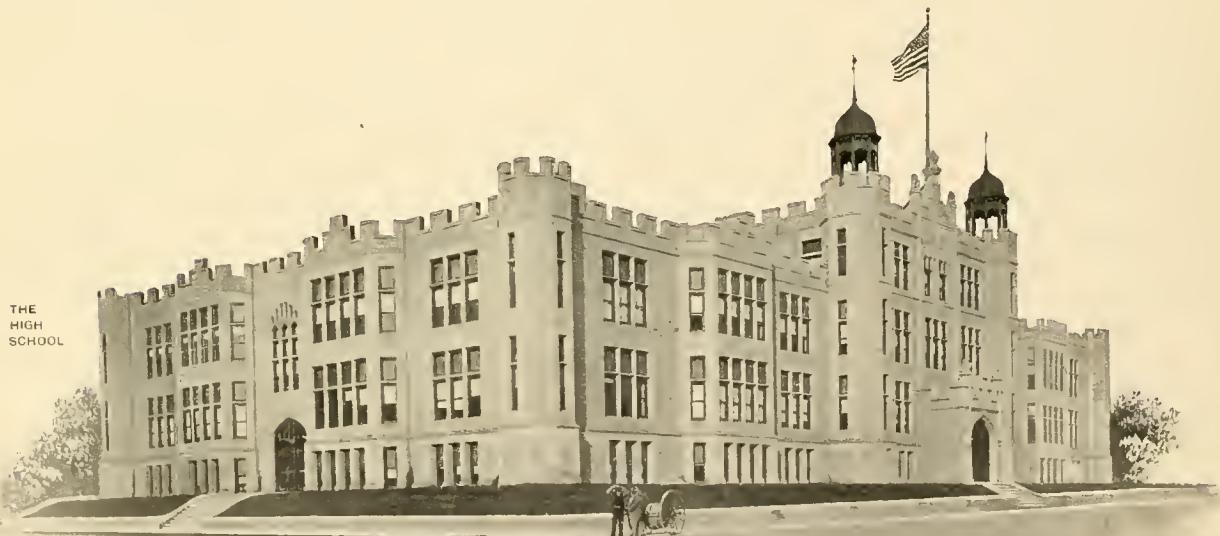
(Illustrated below)

A COLLEGE preparatory school. Pupils graduating here finish their college course in two years. One thousand pupils are now attending. The auditorium seating capacity is one thousand, five hundred. J. Stanley Brown, principal.

SHERIDAN has a city block for a play ground.
Mc KINLEY has a park of seventeen acres.

FARRAGUT has three acres in plant nursery and play ground.
RICHARDS has twenty acres.

HARPER PHOTOS



JOLIET IN PHOTOGRAPHS



BROADWAY



MORAN

Joliet Grade Schools

JOLIET has five thousand, two hundred and sixty-three pupils in public grade schools; two thousand, four hundred and nine in parochial, and about one thousand in the high school, making a total of eight thousand, six hundred and seventy two. The city has twenty-nine grade school buildings, one high school, one manual and domestic training school. Eight of these are parochial schools.

BROADWAY has about one acre in playground.

RIDGEWOOD has five and one half acres in native forest trees.

MORAN has a lawn and plant nursery of four acres.

WOODLAND has five acres in native forest.

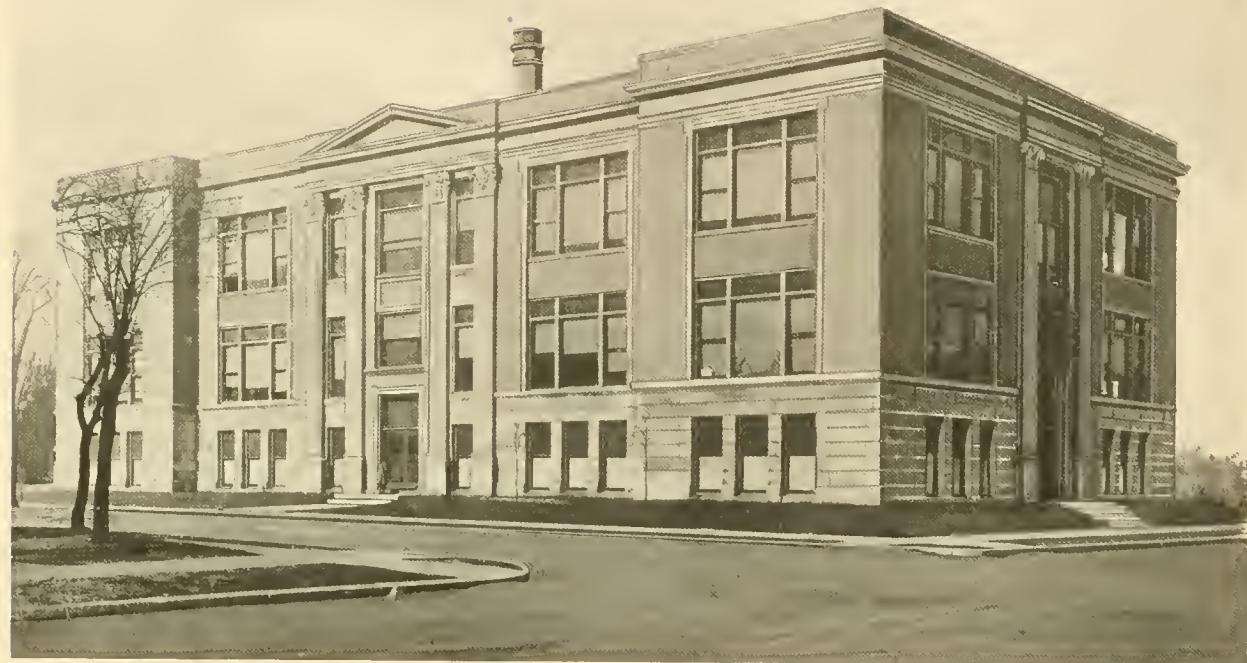
HARPER PHOTOS



RIDGEWOOD



WOODLAND



HARPER PHOTO

CENTRAL SCHOOL

— The Central School —

THIS building of sixteen rooms, on Webster Street, is given up entirely for the eighth grade pupils. It is equipped with fan ventilation, swimming pool, shower baths, and with the best modern conveniences throughout. Constructed of cream pressed brick with Bedford stone trimmings, 1908.

John H. Barnes, Joliet, Architect



Federal Building

Illustrated herewith

ERECTED for the postoffice and internal revenue office. Cost \$126,000. There are five business letter deliveries here daily, two for residence districts; 32 mails dispatched, 38 received. Receipts for 1908 \$97,078.33. John T. Clyne, Postmaster; John A. Grant, deputy revenue collector.

HARPER PHOTOS

Public Library

Illustrated below

BUILT by the city of Joliet, substantial and in splendid taste throughout. Total cost \$196,000. The shelves contain 35,000 volumes. Statue of Louis Joliet, the explorer, in the foreground. Mrs. Rena M. Barickman, Librarian.



PUBLIC
LIBRARY



CHICAGO TELEPHONE BUILDING

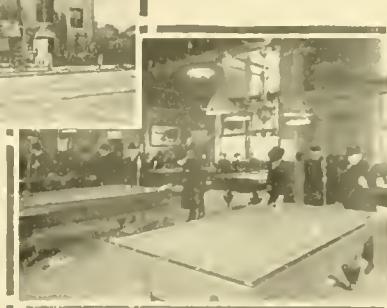
Chicago Telephone Company

Offices, Clinton Street

A PERMANENT and splendidly equipped building for the sole use of Joliet "Central," and this exchange stands at the head of the exchanges of the state of Illinois, outside of Chicago. All wires under ground in the business district. Joliet service is completely satisfactory; splendid. ¶ From this exchange 4,400 telephones can be utilized without payment of toll, and there is also another company here. The Chicago reaches every manufacturing establishment, every industry, nearly every store and office and most of the homes of the city and vicinity. Washerwomen and day laborers have their own phones. They employ 75 people at Joliet, and their daily telephone business exceeds that of any other city in the state. As to toll lines, it forms a complete network of Chicago and 10 surrounding counties, and connects with the American Telephone & Telegraph Company, whose wires reach all important points in the 34 states east of the Rockies.

RECEPTION ROOM
HALL

HARPER PHOTOS

READING ROOM
BILLIARDS

The Steel Works Club

ERECTED by The Illinois Steel Company at a cost of \$65,000. Membership comprised of the employees of The Illinois Steel Company, The American Steel and Wire Company, the E. J. & E. R. R. and the C. L. S. & E. R. R. Companies. The hall seats 800 people. The library revised and brought up to date, contains 7000 volumes. There are nine billiard tables, a bowling alley, swimming pool and baths (22,000 baths were taken in 1908). Membership 1,200. The entertainment and lecture courses tax the capacity of the building, and many of the best discussions, banquets and lectures of Joliet are given here. F. M. Savage, Superintendent; Miss Maud Parsons, Librarian.



— Star Wall Paper Mills —

A NEW industry, entering the field in a small way, that has become one of large dimensions. The new factory, built in 1908, on the Joliet Belt Railroad, has 3 floors 300x66. Wall paper is the sole product. Frank J. Kelly, President; S. R. Knott, Manager.

HARPER PHOTOS



— Adam's Steel and Wire Works —

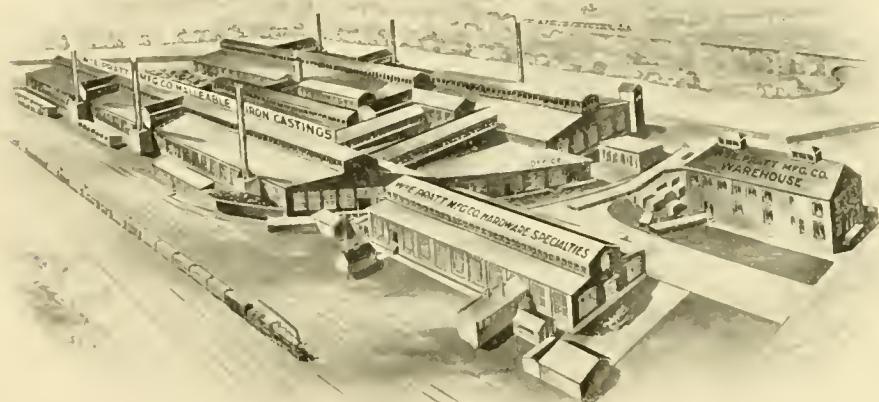
THE Adam's Company manufactures prison and jail fixtures largely. They have recently built new cells for the penitentiaries at Michigan City, Ind., Waupun, Wis., Bismarck, N. D., and Elmira, N. Y. They also build ornamental fencing and that class of steel and wire specialties. William J. Adam, Pres.



HARPER PHOTO

Phoenix Horseshoe Company

THE Phoenix Horseshoe Company, of Poughkeepsie and Joliet, is the largest manufacturer of horseshoes in the world. They manufacture all classes of horseshoes, having over 225 patterns. Four hundred men are employed in Joliet. J. W. Kiser, president; Thos. F. Hotchkiss, general manager.



ENGRAVING

Wm. E. Pratt Manufacturing Company

THE Wm. E. Pratt Company, having a melting capacity of seventy-five tons daily, manufactures the principal lines of malleable iron hardware, japanning, coppering, tinning and galvanizing the same. Works at Manning avenue on Hickory creek. Six hundred men are employed. Wm. E. Pratt, president.



ARCHITECT'S DRAWING

Barrett Hardware Co.

BUSINESS houses here are well to the front. The Barrett Hardware Company, established about 1850, has the reputation of being the most complete in the state. Following a fire, they are rebuilding on Ottawa street, second door south of the News Building, and will occupy the entire structure, five floors 66x150 feet. J. O. Barrett, President.



HARPER
PHOTO

THE AUDITORIUM BLOCK



HARPER PHOTO

SALESROOM FEAGANS' JEWELRY HOUSE

The Auditorium

Chicago and Clinton Streets

THE Feagans wholesale and retail Jewelry House, Lonnie G. Feagans, Manager, and the Stillman Pharmacy, H. A. Stillman, Manager, also old and settled houses here, occupy the Auditorium. Their business, as to enterprise and completeness, is conducted along the same lines with the preceding, and they have equally as wide a reputation over the state. The building is owned and the second story is occupied by the St. John's Universalist Church society, Rev. Harry Westbrook Reed, Pastor.



HARPER PHOTO

SALESROOM STILLMAN PHARMACY

Errata

The title lines under the interior views on this page should be reversed. The upper view is that of Stillman's Pharmacy; the lower one is that of the Feagans Jewelry House. The similarity of the views caused their transposition, which was not detected until printing and binding was completed.

The Publishers.

JOLIET IN PHOTOGRAPHS



HILLSIDE RESIDENCE OF DR. HARRY COPLEY
Cass Street



RESIDENCE OF CHAS. BARBER
Fifth Avenue and Sherman Street



HOME OF ROBERT PILCHER
Raynor Boulevard



RESIDENCE OF D. R. ANDENSON
Western Avenue



RESIDENCE OF MRS. ANNA W. ROWELL
Western Avenue

Joliet Homes

MODERN homes here date from the early eighties. Since then they have grown rapidly under the guidance of excellent architects, and there are now many beautiful residence streets in this city, with dwellings costing from five to fifty thousand.

HARPER PHOTOS

J O L I E T I N P H O T O G R A P H S

Joliet Homes



OLD ENGLISH HOME OF H. E. BALDWIN
West Park



BUNGALOW OF CHAS. CUTTING
Oneida Street



RESIDENCE OF O. B. BENSON
Eastern Avenue



HOME OF L. A. RAUB
Raynor Boulevard

PHOTO



J. D. Thompson Carnation Company

JOLIET is one of the great carnation cities. There are three large firms here. Two of these grow carnations principally, and roses and chrysanthemums incidentally for the general trade, and are known to be among the foremost in the nation for volume of business and their prize winners. The Madam Lawson, Enchantress and other famous bloomers were disseminated from Joliet. The Thompson Company has nine houses, with 90,000 feet of glass. Chas. M. Fish, president and general manager.



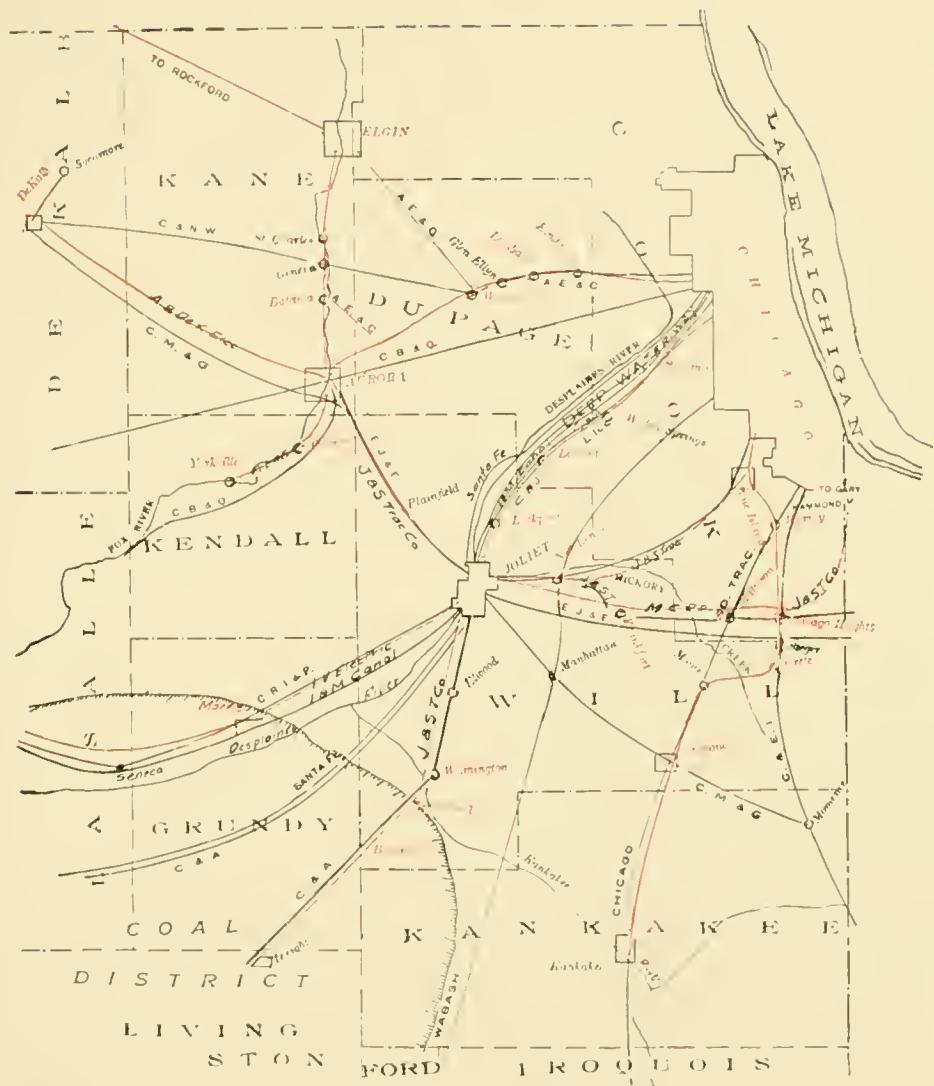
Higinbotham Park

A TRACT of native timber, 400 acres, owned by Harlow N. Higinbotham and maintained as a semi-public botanical park to which collections of trees and shrubbery have been added in their scientific order. Negotiations are now under way to purchase this tract by the city for an arboretum and public park.

HIGH SCHOOL PHOTO

WINTER
SCENE
HIGINBOTHAM'S
PARK

JOLIET IN PHOTOGRAPHS



The Joliet Gateway

THIS birthday souvenir has been compiled in the rush hours of newspaper duties, and as the rule goes with busy people we are also sorry the work is not better -- sorry that not all of the beautiful views, great factories and splendid buildings of Joliet are included. These given are but samples, and -- as to the homes -- not the best, and we now find that our hotels, two splendid hospitals with a capacity for 150 patients, two orphan asylums, and a penitentiary with capacity for 1,700 patients, have been overlooked.

Joliet township has a little over 50,000 in population. To the north it is built up solidly against Lockport, a village of 5,000, and then it is nearly solidly built up on to Chicago, and then on and on to Milwaukee. There are some who dream of a wonderful population during their lifetime upon this old Indian trail bordering the rivers of the Illinois and Desplaines and the west coast of the lake.

The pictures give a hint of present day conditions. Joliet is a gateway, or freight and passenger schedule point between the east and west, known for convenience in inter-state commerce terms as the "Joliet Gateway". Shippers have all the trunk lines entering Chicago brought to their door by the Joliet or outer Chicago belt lines. The Chicago freight rates, the yard facilities and transfer conveniences here together with water transportation make this probably the best shipping point on the continent. It is near the consumer and near the supply.

People proud of their city are ever glad to recite its glories and to entertain their guests. It is so here. Further information may be had by addressing the Commercial Club, or the News. Both have officials elected for the purpose, and chosen for their accommodating natures. The 100,000 Club, the Citizens' Alliance, and two other daily papers also have officials of a similar character.

A Recent Report

AT the monthly banquet of the Commercial Club, Joliet, Illinois, held Wednesday evening, March 17, 1909, A. F. Banks, of Chicago, president of the E., J. & E. "Outer Belt" system, spoke in part as follows:

"It is a great pleasure to be with you this evening. It is a pleasure to be with men who are fully alive to the advantages of their own city and who are unselfish enough to want to share those advantages with others not so fortunately located, by extending to them through their business organization an invitation to bring their industries to Joliet and share in the advantages this city enjoys in having a first-class climate in which to live, good schools, none better, good homes, good labor, and last, but not least, good transportation facilities.

"Business throughout the United States for the past year has been very dull, many manufacturing plants having been closed; railroads have curtailed their improvements and their expenditures of money, but the dull times have been felt less in Joliet than any other city of its size in the United States, so far as I have been able to learn of the situation.

"The Illinois Steel Company has worked a larger percentage of its capacity during this dull period than at any other of its plants. It has gone right ahead with its improvements and has built during the past year its large by-product coke ovens and has made many other important improvements in its Joliet plant. The various other industries of Joliet have curtailed their output less than similar plants in many other cities.

"So far as our own road, the Elgin, Joliet & Eastern railway, is concerned, we have kept our shops on practically full time and with about our usual complement of workers employed.

"The outlook for business is better and I think we can all look forward to better business throughout the country during this and the following year, and as the business of the country improves Joliet will, without doubt, be able to obtain its share of the general prosperity."

* * *

"I do not know that there has ever been any serious complaint that the transportation interests that serve your city have not served you well and given to your city a fair adjustment of rates. The natural advantages of Joliet as a manufacturing city, in my opinion, are unexcelled in the West. The Rock Island Road was, I believe, the first road to give to Joliet rail transportation. It opened its lines between Joliet and Chicago for traffic in 1852. Today that system affords to the merchants and the manufacturers of Joliet for the distribution of their products about 15,000 miles of its own and controlled rail lines.

"Since the building of the Rock Island Road to Joliet, other roads have built their lines into your city, and today you have all of the vast territory of the New York Central Lines open to your merchants and manufacturers on the same basis of rates and facilities as are enjoyed by your sister city, Chicago. You have the Chicago & Alton Railway and its allied lines reaching to the Mississippi and Missouri Rivers; the Santa Fe, with its thousands of miles of tracks, reaching to the Pacific Ocean and spreading over the West, South and Southwestern states.

"Your last addition to your transportation facilities, the Chicago, Milwaukee & Gary Railway, brings Joliet into closer relation with Rockford, DeKalb, and other of the growing manufacturing cities of Illinois; and last, but I trust not the least in importance to your business interests of Joliet, is our own road, the Elgin, Joliet & Eastern, which affords to the Joliet shipper all of the facilities enjoyed by any one shipper located on any one road in Chicago. When I say all the transportation facilities, I mean that the E., J. & E. Ry., having joint tariff rates with all of the roads entering Chicago, gives to a shipper at Joliet the same rate as each of the railroads entering Chicago gives to a shipper located upon its own lines, so that, through the medium of the E., J. & E. as a Belt Line, Joliet is being served by every railroad entering the city of Chicago.

"Speaking of belt lines, Joliet has its own belt line. When the E., J. & E. built its tracks into Rockdale, it completed a belt line around the city of Joliet, with the exception of a bridge over the river at Rockdale. This Joliet belt line opens up a large territory suitable for manufacturing purposes, a territory included in your scheme for a greater Joliet, and I predict that the pull-together spirit that is so pronounced in the business men of Joliet will result in enlarging the present industries of Joliet, and the bringing to Joliet of new industries, until the belt line around Joliet will be lined with live manufacturing institutions, furnishing employment to thousands of working men.

"I have said that I believe Joliet is an ideal city for manufacturing purposes on account of its superior transportation facilities. It is also, in my opinion, ideal for manufacturing purposes on account of its superior school facilities. The people of Joliet may well feel proud of their beautiful school buildings and wonderful educational facilities.

"A manufacturing city that is a success must afford to the children of its workingmen good educational facilities. Every man who toils as a day laborer or as a working man is looking to the future of his children, and is anxious that they may have the advantages of an education that perchance were denied to him, and so I believe that the good schools help to make good workmen and to better the business atmosphere.

"Joliet, possessing these things, is truly an ideal manufacturing city."

Joliet Manufacturers

The figures indicate the number of people employed. Other large employers, except those engaged in the home retail trade, are included:

American Can Co., Mound—Detinning plant—idle, legal complications	
Adam Steel & Wire Co., McDonough street—steel plant—50.	
American Steel & Wire Co., Rockdale—Steel and Wire,	
American Steel & Wire Co., N. Scott street—Steel and Wire { 1503	
American Refractories Co., Rockdale—Manufacturers Brick—200.	
American McKenna Process Co., 1600 E. Jackson St.—Steel Plant—175	
Brown, J. B., Crowley avenue—Boiler Works—10	
Building Supply Co., 510-516 S. Center st.—Building Materials and Supplies—15.	
Bates Machine Co., Henderson and Jackson—Corliss Engines, etc—325	
Buckeye Engine & Foundry Co., Rockdale—Engines, etc—50	
Buchanan-Lawrence Co., Joliet and Benton Sts.—Felt Insoles—30	
Carrier-Lowe Co., Stryker Ave., Rockdale—Paper Boxes—100	
Chicago Carnation Co., 1001 Cass street—Florists—20	
Champion Machinery Co., 450 S. Center st.,—Bakers' Machinery—55	
Chicago Gravel Co., 1600 E. Washington St.—Gravel—63	
Commercial Stone Co., N. Broadway—Stone Quarry—23	
Chicago & Joliet Elec. Ry. Co., N. Ottawa St.—Street Car Lines—207	
Chicago Telephone Co., Clinton Street—Telephone Exchange—73	
Chicago & Alton Railway Co.—65	
Chicago, Rock Island & Pacific—155	
Chicago, Lake Shore & Eastern Railroad—306	
Ditto, G. M., 113 Spruce Slip—Feed Grinders—5	
Elgin, Joliet & Eastern, E. Joliet—Car Shops—600	
Economy Motor Buggy Co., on Rock Island, East of Manning Ave.—150. (Just started.)	
Economy Light & Power Co., 308-312 Van Buren St.—Electric Power—115	
E. J. & E. R. R., (railroad men)—600	
Franklin Steel Works, Midland Avenue—Toe Calks, etc.—25	
Fisher Construction Co., 123-125 N. Ottawa St—Railroad Construction—100	
Flint Sanitary Milk Co., 408 N. Collins St.—Dairy Products—29	
Flowers, Dr. J. C., Jackson and Eastern avenue—Mfg. Chemists—75	
Gerlach-Barklow Calendar Co., Washington St.—Art Calendars—150	
Great Western Cereal Co., Jasper & Railroad Sts.—Cereal Mills—75	
Groth, Adam & Son, 1317 Cass St.—Contractors—40	
Grief Bros., 31-32 Young Building—Cooperage—150	
Heggie Boiler Works, 1712 Jackson St.—Boiler Makers—60	
Henry, E. E., 110 N. Chicago St.—Electro Plater—10	
Humphrey & Sons, 209-219 S. Ottawa St—Founders & Machinists—125	
Hacker, C., & Co., 100 Collins St.—Sash, Doors, Blinds, etc.—60	
Holsworth, Ed. A., So. Railroad St.—Foundry—15	
Heggie-Woodruff Co., East Joliet—Pressed Steel—15	
Illinois Match Co., N. Broadway—Matches—133	
Illinois Steel Co., N. Collins St.—Steel Plant—3,600	
Interstate Telephone Co., N. Chicago St.—Tel. Exchange—41	
Joliet Manufacturing Co., E. Cass St.—Agricultural Implements—100	
Joliet Bridge & Iron Co., N. Collins St.—Bridge Builders—200	
Joliet Pure Ice Co., 1310 E. Cass St.—Coal and Ice—35	
Joliet Quarries Co., Rowell Avenue—Stone—40	
Joliet Flux Co., 6 Auditorium Building—Crushed Stone—100	
Joliet Steam Forge Co., Irving and Franklin Sts.—Forging—14	
Joliet Machinery Co., 209 Washington St.—Bakers' Machinery, etc—15	
Joliet Artificial Stone Co., Railroad St.—15	
Joliet Sand & Gravel Co., S. W. of Joliet—21	
Joliet Iron Products Co., East Joliet—Merchant Iron—100	
Joliet & Southern Traction Co., Ottawa St.—Street Car Lines—42	
Joliet Mound Drain Tile Co., Rockdale—30	
Joliet Wheel Manufacturing Co., Ingalls Park—100	
Joliet Nurseries, Troy Road—10	
Leach Windmill Co., 714 S. Center St.—10	
Mateer Bros., 1711 E. Washington St.—Concrete Products—75	
Moore Bros. Co., Benton St.—Stove Manufacturers—375	
Michigan Central Ry. Co., (Railroad men)—134	
Patterson Estate, 305 Bluff St.—Lime—10	
Pratt Manufacturing Co., Henderson Ave.—Malleable Castings—600	
Phoenix Horseshoe Co., E. Broadway—400	
Perry Side-Bearing Co., 1708 Washington St.—Railway Supplies—50	
Pizarro Piano Co., Manning Ave.—40	
Ross & Curtis Stone Co., 510 Jefferson St.—Contractors—100	
Silas Shaw Brick Co., E. Cass St.—35	
Superior Chemical Co., N. Broadway—20	
Sweet, Orr & Co., 417-421 N. Chicago St.—Overall Manufacturers—275	
Star Wall Paper Co., 1314-1318 Benton St.—Wall Paper	
Santa Fe Railway Co., (Railroad men)—95	
Taylor Husker & Shredder Co., E. Collins St.—Corn Pickers—10	
Thompson Carnation Co., E. Cass St.—Florists—11	
United Stone Co., East Cass St.—Quarry—12	
Van Fleet Manufacturing Co., Henderson Avenue—Foundry, etc.	
Vanguard Manufacturing Co., 100 Cass St.—Auto Supplies—30	
Western United Gas & Electric Co., 124 N. Chicago St.—Gas and Coke—135	
Western Stone Co., 1001 S. Richards St.—Quarry	

In factories supplying local consumers largely, are: 103 in the ice cream factories, 125 in cigar making, 65 job printers, 75 brewers, 25 florists, 20 granite works, 43 carriage works, 64 in planing mills, with the other usual industries in proportion.

LIBRARY OF CONGRESS



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